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Hongkong, 24th July, 1905. [a998]

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Hongkong, 4th December, 1907. [a44]

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[a196] THE MANAGER.

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"DAIRYMAID" brand... 70 "  
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[563]



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AND KOWLOON DISPENSARY.

Hongkong, 8th September, 1900. [29]

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## BIRTH.

On the 7th September, at 9, Stewart Terrace, Peak, Hongkong, the wife of Captain B. A. Craig, Royal Army Medical Corps, of a son.

HONGKONG OFFICE: 10A, DES VOUX ROAD C  
LONDON OFFICE: 131, FLEET STREET, EC

## The Daily Press.

HONGKONG, SEPTEMBER 8TH 1900.

"The discovery of the North Pole," Commander PEARY wrote a few years ago, "means to the United States national prestige. Nansen's expedition, fitted out by his King, his Parliament, and wealthy private citizens, impressed the world with the material which makes up the descendants of the Vikings. Arne's expedition, costing two hundred thousand dollars, was worth to Italy many times its cost, for it drove home to the civilised world the fibre of which Italians are made. And now, should Americans put the Stars and Stripes on the Pole, every American would feel prouder, and that increment of justifiable pride to millions of us would alone be worth ten times the money outlay." Commander PEARY, a telegram informs us, has at length achieved his ambition. He enjoys the coveted distinction of being the first man to reach the Pole, for he was there on April 6th, whereas Dr. Cook reports that he reached the Pole on April 21st. Certain it is that Commander PEARY and Dr. Cook did not meet on the dome of the world, or we should already have heard about it from Dr. Cook now that he has returned to civilization. It is noteworthy that the telegrams summarising Dr. Cook's nar-

ative are absolutely silent concerning the floating of the Stars and Stripes at the Pole. They have not told us that Dr. Cook planted the American flag there to mark his great achievement, nor that he saw the flag that Commander PEARY is certain to have put up. Possibly when Commander PEARY returns to more congenial latitudes the doubt with which the news of Dr. Cook's success has been received may be dispelled. A comparison of their observations—geographical, meteorological and astronomical—will be deeply interesting to the experts, and let us hope the discovery of the Pole will prove to have all the value which the scientists have anticipated from it. When Commander PEARY was invited before he sailed to explain the value of the expedition he wrote:—"The meaning of the discovery of the North Pole to the world is two-fold, scientific and moral. In science it means valuable additions to geographic knowledge. It means the possibility (in the minds of reputable scientists, even the probability) of lifting a new land with a new fauna and flora, out of the terra incognita that now surrounds the Pole. It means opening up the secrets and revealing the economics of an area of some 8,000,000 square miles which stands to-day as a challenge and reproach to us. It means an opportunity for observations of refinement with the pendulum, to determine the precise figure of the earth; and in the fields of magnetism and meteorology to permit a clearer definition and more precise application of the laws of those sciences. It means the cognizance of the general hydrographic features of the now unknown central polar basin. It means enriching our studies and museums with data and collections in zoology, geology, and physics." Finally he said:—"It means enduring fame to America, because it is the plucking and holding for ever of the last great prize for which strong and adventurous nations have struggled. It is the one great prize never to be re-won, never to be surpassed. It is man's physical conquest of the world."

Commander PEARY, who is an engineer in the United States Navy, set out on this, his fifth, quest of the North Pole last year, sailing from Sydney, Cape Breton, on July 17th. It was his intention, as in his last expedition, to establish a base on the northern shore of Grant Land, transporting sufficient stores over the ice to enable him to start on the final dash with fully laden sledges. Those who are acquainted with the accounts of PEARY's previous expeditions, who admired the dauntless courage of the man and who sympathised with him in his failure to reach the Pole, will read the news of his triumph with pleasure. PEARY started on his first expedition from New York in 1893, but it failed through bad weather and loss of dogs. Undaunted by previous suffering, PEARY in 1894 advanced to the extremity of Greenland, and after many difficulties and dangers reached 83 degrees, 15 seconds, but had to fall back in the spring of 1901. A year later, with Henson and four Eskimos, he started again, but again failed to reach the Pole. Dogged perseverance has done it at last. Whatever doubts existed as to the North Pole belonging to the United States of America are now dispelled if the constitution follows the flag. But what will they do with it? Dr. Cook reports that there is neither land nor life there.

High hopes are entertained of a very good rice crop in Siam. The English Mail of the 7th August was delivered in London on the 4th inst. The Siam Electricity Co., Ltd., proposes to pay a dividend of six per cent. for the half-year. The Bangkok Dock Co., Ltd., advertise that they are prepared to supply Blériot aeroplanes at T.S. 7,000 each. For returning from banishment a native was at the Magistracy yesterday sentenced to six months' imprisonment. The accounts of the Singapore Electric Tramways for 1900 show a surplus of £24,294, but after charging debenture interest and royalty there is a loss of £4,040. An agriculturist contributes to L'Asien du Tonkin an article drawing attention to the enormous export of beans from Manchuria and advocating the culture of the plant in Tonkin. Some sensational arrests have recently been made at Hanoi of Annamites who have been promoting among domestic servants and others in foreign employ a revolt against the French. H.B.M.'s Consuls at Chefoo and Newchwang have informed the Government of Hongkong that quarantine restrictions against arrivals from Hongkong have been withdrawn. We are asked to state that, complying with numerous requests, the Bandmann Merry Little Maids will produce "The Merry Widow" to-night instead of "The Mikado."

A remarkable case of suicide was committed at the Naval Yard on Monday night by one of the Chinese employees who cut off his left hand with a chopper and expired two or three hours later. Doubtless he was deranged when he took his life in such a manner.

What goes to show that money for good investments is not as scarce in Bangkok as in Singapore and other places in the East is the fact that of the shares recently offered to the public by the Bagan Rubber Company, Limited, some 36,500 shares worth were taken up in Bangkok alone in a few days, and the secretary reports applications still coming in.

When two men were walking along a street at West Point on Monday night one accidentally trod on the foot of a man who was sleeping on the pavement. The sleeper woke up, and lifting the brick which he had been using for a pillow, threw it at the offender and hit him on the head. The assailant appeared before Mr. Macdonald at the Magistracy yesterday and was fined \$10.

Mr. Luiz Maria Xavier, the proprietor and manager of "The Eastern Printing Press," died yesterday at his residence in Kowloon, after a prolonged illness. Not long ago the deceased lost one of his brothers and lately his wife, and this series of misfortunes aggravated his impaired health and accelerated his death. The deceased leaves two sons and one daughter to mourn his loss. The funeral, which took place yesterday at 6 p.m., was largely attended.

Before Lieut. C. W. Beckwith, R.N., at the Marine Magistrate's Court yesterday Mr. A. G. Gordon, manager of the Hongkong Steam Launch Co., prosecuted the masters of three cargo and two passenger boats for making their craft fast to the steamer launch *Rha de Don Joo* while that vessel was under way. After hearing the evidence his Worship fined three of the defendants \$10 each. A fourth was fined \$2 and the other was discharged, as he proved that his boat was in Causeway Bay at the time.

The outlook for the Yunnan Railway is becoming more and more discouraging. *L'Asien du Tonkin*, a newspaper published at Haiphong, says that British traders profit more by the railway than French business men in Tonkin. The latter have neither the spirit nor the enterprise to intercept the Yunnan trade with Hongkong. The result is that the railway carries British goods more than French wares. That journal traces it all to lack of money and want of combination in French commercial circles at Haiphong.

A Chinese from the north bought a spirit lamp at the Sincere Company on Sunday and having tried the greater part of the night to light it without result he went to the shop on Monday in a rage and demanded his money back. He was offered the pick of the shop, but he would not accept the offer, and finally he was offered the lamp and his money to go away. He became more noisy than ever and finally put his foot through a glass case. Mr. Wood, before whom the case was heard, sentenced him to pay a fine of four dollars and to pay 60 cents compensation. Another man who stole a razor and a knife from the same place was committed to prison for 14 days.

## THE ST. LEGER.

The famous St. Leger race takes place to-day at Doncaster. A telegram to the Indian papers on the 26th ult. gave the betting as: Bayard, 5 to 4 against; Mincorn, 3 to 1; William IV., 7 to 1; Louviers, 8 to 1; and Bachelor's Double, 12 to 1.

## TYPHOON WARNING.

The telegram quoted below was received at the American Consulate-General from the Manila Observatory at noon yesterday:—"Cyclone or typhoon over N. China Sea developing."

## "THE GAY GORDONS"

Bandmann's Merry Little Maids again delighted a fair attendance at the Theatre Royal last night, when the light and popular comedy "The Gay Gordons" was staged. The piece has had a successful run at home, and is bound to be appreciated in the East, its picturesque setting and the clever highland dancing of the Merry Maids being factors which enhance its merits. The Company showed improvement on their previous performance of "The Gay Gordons," and the play lost nothing of its charm by last night's interpretation. Fresh local jokes were introduced, and the boisterous manner in which they were received left no doubt that they were as amusing as they were new. Mr. Fred Coyne, in the character of Angus Graeme, crowned an excellent estate, in which Mr. Frank Danby played a conspicuous part as "Nervy Nat." Miss Florence Beach was highly entertaining as "Victoria Siddons," and she was ably backed by her female friends. In fact, there was a commendable co-operation of the whole Company, and a co-operation which has resulted in success. To-night the Merry Maids give their farewell performance, but the piece will not be "The Mikado," as expected. Instead, "The Merry Widow" will be staged by special request.

## MOTORING UP MT. BLANC.

Dr. Douglas Fawcett, the well-known motorist, recently arrived in his motor car at the top of the Mont Blanc range, a peak 7,257 ft. high, in the Mont Blanc range. All the visitors in the Mont Blanc Hotel turned out to have a look at the novelty of a motor car in the heart of the Alps. "He steep mule track up which the motor climbed is tortuous and narrow, and is flanked by precipices. Mr. and Mrs. Fawcett had waited at Chamonix for several weeks to attempt this feat in fine weather. Hitherto the mule path has been wet and too slippery. Last summer Mr. Fawcett tried the same ascent and had to give it up on account of bad weather. He has made several extraordinary motor climbs in the Alps during the past few years, but this difficult, not to say very dangerous, feat, is the most astonishing.

## TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance 1894]

["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE NEW U.S. MINISTER TO CHINA.

TOKYO, September 7th.  
Mr. Crane, the newly-appointed American Minister to China, is due to arrive in Peking in October.

## THE KOREA BANK.

TOKYO, September 7th.  
The Korea Bank issue has been over-subscribed.

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS"]

## THE MANCHURIAN CONVENTION.

LONDON, September 7th.  
The Manchurian Convention between China and Japan is unfavourably commented upon in the United States, where the view is expressed that it gives Japan something like a monopoly of all railroads in Manchuria.

The London "Morning Post" declares that the agreement should break down the barrier of ill-feeling and suspicion, and that Great Britain would warmly welcome such a change. But Chino-Japanese friendship and co-operation is only possible, says the journal, if the Japanese recognise China's difficulties and sensitiveness, and if the Chinese realise the necessity of practical reform.

## AMERICAN SQUADRON TO VISIT THE EAST.

LONDON, September 7th.  
The first squadron of the American Pacific Fleet, comprising eight armoured cruisers, has sailed from San Francisco on a six months' cruise to the Far East.

## PEARY REACHES THE NORTH POLE.

IN ADVANCE OF COOK.

LONDON, September 7th.  
Commander Peary has wired the Governor of Newfoundland from Indian Harbour, Labrador, announcing that he has discovered the North Pole.

LATER.

Commander Peary has telegraphed to the "New York Times" that he reached the Pole on April 6th. He arrives at Chateau Bay to-day and will telegraph from there a full account.

The papers publish columns in reference to Peary's expedition, which is in notable contrast to the reserve with which Dr. Cook's announcement was received.

There is unquestioning acceptance of Peary's report.

## CHINA'S "OPEN DOOR."

LONDON, September 7th.  
The "Koelnische Zeitung" of Berlin announces that Germany will not object to Russian participation in Chinese loans as far as the future is concerned, and rights already acquired. It will not affect the principle of Germany's policy regarding China's open door, which must be recognised for Russia and America alike.

## AMERICA AND JAPAN.

LONDON, September 7th.  
Extensive official preparations are being made for the reception of Prince and Princess Kuni in the United States for the purpose of demonstrating the goodwill of the Government towards Japan.

## DISTINGUISHED CHINESE VISITORS EXPECTED.

This morning Prince Huan and Admiral Sah are expected to arrive in Hongkong on board the Chinese cruiser *Haichang*. Prince Tsai-Huan, who is quite a young man and has not filled any important office before, is the brother of the Regent. He has been appointed to report on the reform of the Navy, and Admiral Sah-chung has been appointed to act with him. They have already visited the coast defences in other parts of the Empire, and proceed to Canton to make investigations there. Preparations are being made for their reception. Deputies have been sent from Canton to meet the distinguished visitors, who will be entertained by the local Chinese as well as by H. E. the Governor. A banquet has been arranged for Prince Huan and Admiral Sah at the Ko Shing Theatre, at which Mr. Lau Chu Pak will preside. The house adjacent to that occupied by the Chinese Commissioner to the Macao Delimitation Conference has been taken temporarily for the lodgment of the Prince and his companion during the two days they will remain here.

The Chinese Navy musters some half a dozen cruisers and a larger number of gunboats, but it can only be regarded as the nucleus of the future naval fighting force of the Empire. The *Haichang* is perhaps the most modern of the cruisers. She is more than ten years old, but looks quite serviceable. Admiral Sah, who was trained in the British Navy, has his little force well trained, and the tars are very smart and business-like in their movements. The Admiral, dark-complexioned, slimly built, smartly-uniformed, is not typical of the bluff sailor. He is most gentlemanly and urbane, and he gives place to no one in his admiration for the British. He was born in 1849.

The Prince and the Admiral are to give effect to the findings of the Commission in reference to the preliminary reorganization of the Chinese Navy. The Commission consisted of the President of the Council, the Ministers of War, Finance, and Home Affairs, and Admiral Sah-chung. The recommendations were that there shall be regarded as in commission at present, four cruisers, 16 torpedo-boats, ten Yangtze River gunboats, 21 coast patrol vessels, and four training ships. They are to be examined, and if found unserviceable to be put out of commission. The naval base is to be Ninard Sound. There will also be four naval schools; a navigation school for 320 cadets at Chefoo, an engineering school for 300 at Whampoa, a school for naval artificers at Foochow, a superior naval college at Peking, besides a gunnery and musketry school in Ninard Sound. The four existing dockyards are to be reorganized and equipped, as that at Kiangnan is already, for outside mercantile work—namely, at Whampoa, Kiangnan, near Shanghai, Foochow and Taku. The Naval Department is to have control of the coast defence.

A Naval and Military Advisory Board has been created. This is a step towards creating an Imperial Navy under one central control, and discontinuing the present obsolete system of four naval sections under the separate Viceroys of Canton, Nanking, Foochow, and Tientsin. The money at present allotted for the maintenance of the navy is divided among these four Viceroys, and much is diverted to other uses, with the result that the navy is not what it ought to be.

## £25,000 IN A HOVEL.

WALLPAPER LINED WITH NOTES.

Pittsburg, where ostentatious wealth no longer excites remark, is rejoicing to-day in the discovery of its first miser, an octogenarian beggar named Peter Lebauch, who has been arrested on the ground of insanity. It required the united strength of four stalwart policemen to seize the miser, who fought furiously when the miserable hovel he has occupied for more than twenty years was invaded.

As soon as they had succeeded in pinning the old man, the officers searched the filthy dwelling, and were astonished to find the walls and furniture bulging with money. The hovel contained thousands of old dollar bills, the grate was filled with silver dollars and small silver and copper coins. Even the wall-papers were lined inside with bank-notes, while scores of jars and bottles were crammed to the brim with the pennies which the miser collected from compassionate passers-by in the streets.

When the search was finished mounds of money were piled on the floor, and the police had to charter a wagon to cart them to the bank. There the treasure was sorted and counted. It amounted to £25,000. Various banks in the city, it has been found, the miser had deposited another £5,000, for which he had no room in the house.

A commission of medical experts has been appointed to test the sanity of Lebauch, who, it is stated, may have to be committed to the Pittsburg insane asylum.

## THE DUKE OF CONNAUGHT.

FAREWELL TO THE MEDITERRANEAN FORCES.

The following Mediterranean Command Circular has been published for information:—"1. On relinquishing the command of the British troops in the Mediterranean, Field-Marshal his Royal Highness the Duke of Connaught bids his ranks farewell, and wishes to assure them of his deep interest in their welfare, and of his constant concern for their future efficiency in peace and war. "2. It has been a very great pleasure to his Royal Highness to be so closely associated with an important Command of the Royal Navy and the Mediterranean Fleet. His warm thanks for all they have done to assist him in his endeavours to promote the efficiency of his command. His Royal Highness attached very great importance to the development of a close sympathy between the two Services, and hopes that wherever portions of the Royal Navy and Army are in the same station the opportunity will be taken of working together. "It is expected that Lieutenant-General Sir Leslie Kettle, the newly-appointed Governor and Commander-in-Chief of Malta, will assume his office on October 1 next."

## MACAO.

[FROM OUR CORRESPONDENT.]

SOLDIER SHOTS AN OFFICER.

A terrible tragedy occurred in the Artillery Barracks at Monte Fort on Monday morning, when a young sentry, 23 years of age, shot at and killed Captain Isaac Pinto. The unfortunate officer was attending to correspondence when the soldier levelled his rifle at his head and pulled the trigger. The bullet entered the left temple, and the officer died at three o'clock in the afternoon. Profound regret is expressed, not only by the men under Captain Pinto's command, whose interests he always guarded, but by the large circle of friends he had in the Colony.

MACAO'S OPIUM MONOPOLY.

Yesterday afternoon tenders were opened for the local opium monopoly. The price this was expected to realise was \$131,700 for the year, and I understand an offer was made of \$132,000 and was not accepted by the Government. It is rumoured that a private offer of \$150,000 has been made, and apparently the Government are waiting to close with this tender. I very much fear, however, that the powers that be will find their mistake in not accepting the offer of \$132,000.

IS ANOTHER RICKSHAW STRIKE IMPENDING?

As another quarter of the year draws to its close there are fears of another strike of rickshaw coolies in the city. Last quarter the men petitioned the Local Senado for a reduction of the licence fee, which is very heavy, and it was on receipt of an unfavourable reply that a strike was declared. The Funtan monopolist, in the interest of his business, came forward and put an end to the strike by paying part of the fees. Have our representatives reconsidered the petition presented to them last quarter, or are they relying on the Funtan monopolist again stamping up the balance of the fees? Quarterly strikes on this account do not redound to the credit of the city or its administrators.

MACAO AND HONGKONG UNIVERSITY.

Sometime ago, if I am not mistaken, Macao was invited by the Governor of Hongkong to contribute towards the Endowment Fund of the University. It is proposed to establish in Hongkong, but I am not aware that any steps have been taken in Macao to assist the object, although it is obvious that our youngsters stand to derive great advantages from the existence of the University. The trouble is that so many people here are mere birds of passage, and consequently indifferent to local projects. But we have in our midst the "Associação Promotora da Instrução dos Moçambique," which has considerable funds invested. The late Mr. J. J. Francis, of Hongkong, was a shareholder. The Association began with a capital of \$20,000, but its funds now exceed \$50,000. Though the Association may not be able to spare a large amount, I venture to suggest that it should support the Hongkong University scheme, if only with a donation of a thousand dollars. Some years ago this association maintained a very flourishing school in this city, but the professor is now absent from the Colony and his return is doubtful. Seeing that the Association is unable to live up to the expectations embodied in No. 2 of its statutes, it should show its interest in the education of the youth of the Colony by helping to secure the foundation of a University in the neighbouring Colony of Hongkong. I commend this suggestion to the favourable consideration of the Committee.

FATAL SHOOTING ACCIDENT.

On Sunday two Chinese employees in the Works Department were warring away the hours in a Government match. One of the men was playing with a gun, and not knowing it to be loaded, he pointed it at his companion. The gun went off and the discharge entered the throat of the unfortunate man, killing him on the spot. His comrades gave himself up to the authorities.

ERRATIC MARKSMEN.

The close season for game is over and local sportsmen are wending their way into Chinese territory to try their skill with the gun. They should, however, be more careful in handling their pieces, and should not fire erratically, as carelessness in the past has been responsible for many sad accidents. It would be advisable for the Government to prevent its employees from leaving the city on shooting expeditions without permission, and when such was granted the sportsmen should be warned to proceed with circumspection. Last week a Chinese boy was shot instead of the bird the marksmen aimed at, and if such occurrences become frequent it is feared that the Chinese will become incensed, and that the Delimitation Commission will not be allowed to pursue the smooth and even tenor of its present way.

MARRIAGE ROMANCE.

PRINCE AND AMERICAN HEIRESS.

Society is intensely interested in New York (says a *Daily Mail* telegram) by the announcement that Don Miguel of Braganza, son of the Portuguese Pretender, has renounced his "rights" to the Portuguese throne in order to marry Miss Anita Stewart. According to statements published the final settlements for the marriage were made at Claridge's Hotel, in London, when arrangements were completed for the transfer of £250,000 to the Prince immediately after the marriage. Miss Stewart is known in England as a charming young lady who has spent a great part of her life abroad, and has acquired a decided taste for things European. Her mother was Miss Armstrong, a society belle of Baltimore, who married Mr. Edmund Stewart. A divorce secured in South Dakota by Mrs. Stewart was followed by her marriage to "Silent Smith," the millionaire who sold and tragic death in Japan occurred not long ago. It is understood that Miss Anita Stewart inherited £1,000,000 of her stepfather's fortune of £5,000,000. She is said to have met the Prince for the first time in Paris at Easter.







## NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS, 35, and special business matter THE MANAGER.

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P.O. Box, 35. Telephone No. 12.

## NEW ADVERTISEMENTS

THE FOURTH EDITION

OF THE NEW STREET INDEX, by Arthur Chapman, Government Assessor, thoroughly revised and corrected up-to-date.

This Edition contains the whole of the recent alterations in STREET NAMES and HOUSE NUMBERS at KOWLOON, YAU MATI, &c.

The Street Index is available to Solicitors, Insurance Companies, Architects and Surveyors, Estate Agents, Property Brokers, and all who are interested in Land and House Property in the Colony.

COPIES SHOULD BE ORDERED AT ONCE, AS THE EDITION IS LIMITED.

PRICE: \$20.00 PER COPY.

NOTE.—A revised Edition of the Index will be published ANNUALLY in future.

Hongkong, 8th September, 1909. [1179]



COLONIAL SECRETARY'S DEPARTMENT.

## HONGKONG OPIUM FARM.

NOTICE IS HEREBY GIVEN that SEALED TENDERS will be received at the Colonial Secretary's Office, Hongkong, till Noon on THURSDAY, the 30th of Sept., 1909, for the purchase of the privilege known as the Opium Farm established under "The Opium Ordinance, 1907," that is to say, the sole privilege of preparing opium and of selling, within the Colony (including the Territories), opium so prepared, inclusive of the privilege of collecting duties and of preparing and dealing in Dross Opium, for three years from the 1st of March, 1910.

Full information as to conditions of tendering, etc., can be obtained from the Colonial Treasurer and the conditions of tendering and form of grant have been published in the GOVERNMENT GAZETTE as Notification No. 543 of the 3rd September, 1909.

Government Notifications Nos. 401 and 501 of 1909 are hereby cancelled.

A. M. THOMSON, Colonial Secretary.

Hongkong, 3rd September, 1909. [1180]

NORDBEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR EUROPE.

THE Steamship

"BURLOW."

Captain F. Prosch, will leave for the above places TO-MORROW, the 9th inst., at Noon.

NORDBEUTSCHER LLOYD.

MELCHERS & Co., General Agents.

Hongkong, 7th September, 1909. [5]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR."

having arrived from the above Ports, Consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the 9th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 7th September, 1909. [1178]

HONGKONG ST. ANDREW'S SOCIETY.

INTENDING applicants for Membership to St. Andrew's Society are invited to forward their Names to the Undersigned for Submission to the General Committee. The entrance fee is \$5, and the Annual Subscription \$2.00. Any respectable Scotsman is eligible for Membership.

DAVID WOOD, Hon. Secretary.

Hongkong, 7th September, 1909. [1174]

WANTED.

A SMART YOUNG MAN for a First-Class Hotel Office. Europeans only need apply. Good references essential.

Apply—Z. Y., Care of "Daily Press" Office.

Hongkong, 6th September, 1909. [1169]

FOR SALE.

DERRINGTON, PEAK ROAD No. 8.

For Particulars apply to—C. SHROETER, King's Buildings, I.I.R.D.

Hongkong, 1st September, 1909. [1140]

CALL AT

HOOSAIN-ALI & CO.

THEY are now showing a New Stock of SIDE COMBS, BACK COMBS and DRESS COMBS, HAIR NETS and Various Kinds of HAIR SLIDES.

Corner of ZETLAND ST.

Hongkong, 3rd September, 1909. [41]

## PUBLIC COMPANIES

THE CHINA LIGHT & POWER CO., LTD.

THE EIGHTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Company's Office, St. George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, 11th September, 1909, at Noon, for the purpose of receiving Statements of Accounts and the Report of the General Managers for the 11 months ending 31st July, 1909, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED on FRIDAY, the 10th, and SATURDAY, the 11th September, 1909.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 28th August, 1909. [1123]

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL, on THURSDAY, the 23rd inst., at 5.30 P.M., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, of electing Officers for the ensuing year, &c.

DAVID WOOD, Hon. Secretary.

Hongkong, 7th September, 1909. [1175]

GREEN ISLAND CEMENT CO., LTD.

AN INTERIM DIVIDEND OF THIRTY-FIVE CENTS per Share for the Six Months ending 30th June, 1909, will be Payable on the 25th September, 1909, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from 15th to the 25th September, both days inclusive.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 7th September, 1909. [1176]

HONGKONG CLUB.

NOTICE.

THE SIXTEENTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES (1896) of the Hongkong Club, Payable on THURSDAY, the 30th September, 1909, will be held at the Hongkong Club House at 11 o'clock a.m. on SATURDAY, the 18th September, 1909.

Bearers of Debentures are invited to attend the Drawing.

By Order, JAMES CRAIK, Secretary.

Hongkong, 2nd September, 1909. [1143]

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS wishing to put down for Subscription Griffs for the next RACE MEETING are requested to send their Names in to the Undersigned, from whom all particulars regarding Price and conditions pertaining to selection and passing may be obtained.

T. F. HOUGH, Clerk of the Course.

Hongkong, 28th July, 1909. [1014]

SUTTON'S SEEDS.

Special Selected Collections for this Climate.

VEGETABLES AND FLOWERS IN AIR-TIGHT CASES.

To be obtained from

CHINA EXPRESS CO.,

Telephone 668. 3, Duddell Street. [50]

GRACA & CO.

No. 27, Des Vaux Road, Dealers in

POSTAGE STAMPS

AND

PICTORIAL POST CARDS

Just Received, a Selection of

POSTAGE STAMP ALBUMS

WITH MOVEABLE LEAF.

Duplicate Pocket Books, Magnifying Glasses, Watermark Detectors, Nickel Tweezers.

"Peerless" Stamp Hinges, &c., &c., &c.

Inspection Invited. [910]

AUTOMATIC BROWNING

POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS IN 2 SECONDS.

SIEMSEN & Co.

Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to S&S&G. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [623]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

JUST LANDED

A LARGE ASSORTMENT OF

LADIES' & GENTS' BOOTS

& SHOES.

A. TACK & CO.

PHOTO-SUPPLIES.

26, Des Vaux Road, CENTRAL.

Hongkong, 20th August, 1909. [37]

## ENTERTAINMENT

THEATRE ROYAL.

CITY HALL.

TO-NIGHT (WEDNESDAY), SEPT. 8TH.

POSITIVELY THE LAST PERFORMANCE.

BANDMANN'S

MERRY LITTLE

MAIDS COMIC

OPERA CO.

IN

By Special Numerous Requests,

WED. SEPT. 8TH, "THE MERRY WIDOW,"

instead of "THE MIKADO."

PRICES AS USUAL. [1107]

DAVID CORRAR & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

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ARNHOLD, KARBURG & CO.

1674 Sole Agents.

TO LET

TO LET

NO. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six Roomed House, with

Outhouse, Commanding a Fine View of the Harbour.

Apply to—F. X. D'ALMADA & CASTRO,

33, Queen's Road Central.

Hongkong, 7th July, 1909. [936]

TO LET

ONE FIVE-ROOMED BUNGALOW,

"The NEW," No. 84, Mount Gough, Peak Garden and Tennis, Furnished—

Possession from 1st October next.

OFFICES and ROOMS on the 2nd Floor, of No. 14, Des Vaux Road Central, (formerly occupied by Messrs. Shewan, Tomes & Co.).

Apply to—THE COMPASS ROADS DEPARTMENT,

E. D. SASSOON & Co.,

Queen's Road Central.

Hongkong, 1st September, 1909. [1141]

TO LET

FOUR ROOMS at No. 75, WYNDHAM STREET. Electric Fittings.

Apply to—A. R. AVASTIA,

1, Duddell Street.

Hongkong, 1st September, 1909. [941]

TO LET

NO. 1, GARDEN ROAD, Kowloon.

Eight-Roomed House and Tennis Court.

Apply to—H. M. H. NEMAZEE,

9, Peddar's Hill.

Hongkong, 14th August, 1909. [1073]

TO LET

NO. 1, CANTON VILLAS, Kowloon.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st September, 1909. [1035]

TO LET

DUNHAYN, 23, ROBINSON ROAD.

52, CAINE ROAD.

Apply to—HO U MING,

81, Queen's Road Central.

Hongkong, 7th September, 1909. [1177]

TO LET

ONE LARGE OFFICE ROOM, No. 1,

Prince's Building, 11 Floor.

ONE SPACIOUS GODOWN, No. 125,

Wanchai Road.

Apply to—REUTER, BRÜCKELMANN & Co.

Hongkong, 1st July, 1909. [913]

TO LET

OFFICES in YORK BUILDING, First Floor, now occupied by Teyo Kisen Kaisha.

Apply to—KELLY & WALSH, LD.

Hongkong, 6th September, 1909. [1170]

OFFICES TO LET.

2 ROOMS, on 1st Floor, Hotel Mansions, from 1st October next.

Apply to—JOHN D. HUMPHREYS & SON,

Alexandra Buildings.

Hongkong, 6th September, 1909. [1171]

TO LET

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., LTD.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st September, 1909. [813]

TO LET

NO. 1, OBSERVATORY VILLAS, Kowloon, Five-Roomed House; Electric

Light and Tennis Court.

"BRANER BUNGALOW," Kowloon, A Small Garden attached. Moderate Rental.

HOUSES in LYEMOON VILLAS, Kowloon.

Apply to—ARRATON V. APCAR & Co., 14, Des Vaux Road.

Hongkong, 24th August, 1909. [399]

## TO LET

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 41,000 SQUARE FT. 999 YEARS' LEASE.

For Particulars, apply—GEO. FENWICK & Co., Ltd., Hongkong, 8th June, 1906. [96]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st September, 1909. [98]

TO LET

NO. 2, BEACONSFIELD ARCADE,

facing the Parade Ground.

PREMISES lately vacated by Messrs. Gordon & Co., known as 21, Whitefield, Shandwan Road.

PREMISES at SHAMSHEN, CANTON, now in occupation of the Canton Kowloon Railway.

The EYRLE, No. 13, Peak, Six Rooms, Tennis Court and very Large Garden.

BEACONSFIELD ARCADE, 2 Rooms on 1st Floor, well suited for Offices.

DWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in Duddell Street.

HOUSES in BELILIOS TERRACE, ROBINSON ROAD, newly painted and color washed, exceptionally cheap rentals.

FOR SALE.—FOR CHEST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—LINDSEY & DAVIS,

3rd Floor, Alexandra Buildings.

Hongkong, 30th August, 1909. [100]

TO LET

TO LET

NO. 25, WYNDHAM STREET,

containing 6 ROOMS.

Apply to—E. A. C. F. CARVALHO,

14, Arbuthnot Road.

Hongkong, 4th August, 1909. [1036]

TO LET

IN NO. 4, DES VEAUX ROAD CENTRAL,

OFFICES and GODOWN.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

No. 9, PEDDAR'S HILL, a Commodious Five-Roomed Dwelling House with Servants Quarters, next to the Masonic Club.

DAVID SASSOON & Co., Ltd., Hongkong, 7th August, 1909. [1064]



**THE KOWLOON BOWLING GREEN CLUB**  
WILL PRESENT  
**THE PORT AND STARBOARD LIGHTS**  
**PIERROT PARTY**  
With Original and up to date Songs and Sketches  
ON THE GREEN, KOWLOON.  
**SATURDAY, SEPTEMBER 11th, AT 9 P.M.**  
TICKETS ... .. \$1.00.  
May be obtained from any Members of the Club or at THE ROBINSON PIANO Co., Ltd.  
A Late Train will Run to the Peak.  
Hongkong, 1st September, 1909.

**AUCTION**  
**PUBLIC AUCTION.**  
THE Undersigned have received instructions  
To Sell by Public Auction,  
FOR ACCOUNT OF THE CONCERNED,  
TO-DAY (WEDNESDAY),  
AND  
TO-MORROW (THURSDAY),  
the 8th and 9th September, 1909, commencing  
each day at 2.30 p.m., at their Sales Rooms,  
No. 8, Des Vaux Road, corner of  
Ice House Street,  
SUNDAY  
VALUABLE HOUSEHOLD FURNITURE,  
Comprising—  
SILK TAPESTRY COVERED DRAW-  
ING ROOM SUITE, OVERMANTELS with  
BEVELLED GLASS, DOUBLE TEAK-  
WOOD WARDROBES with BEVELLED  
GLASS, MARBLE-TOP BUREAU with  
BEVELLED GLASS, TEAKWOOD SIDE-  
BOARDS and DINNER WAGON with  
BEVELLED GLASS, GLASS, CROCKERY  
and E.P. WARE, a Quantity of HOUSE-  
HOLD LINEN, PICTURES, a Quantity of  
BLACKWOOD WARE, CARPETS, RUGS,  
BRASS and BRASS-MOUNTED IRON  
BEDSTRADES with WIFE and HAIR  
MATTRESSES, MARBLE-TOP WASH-  
STANDS, &c., &c.;  
ALSO  
2 COTTAGE PIANOS (one by Bechstein  
and one by The Robinson Piano Co.), One  
POLYPHON, One GRAMOPHONE and  
RECORDS;  
AND  
One Large American ICE CHEST.  
Catalogues will be issued.  
Terms—As Usual.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, 8th September, 1909. [1165]

**ASAHI**  
**BEER**  
**SAPPORO**  
**BEER**  
TO BE OBTAINED  
FROM ALL WINE DEALERS  
SOLE AGENTS:  
**MITSUI BUSSAN KAISHA.**  
[1128]

**INSURANCES**  
**NOTICE.**  
HAVING been appointed AGENTS in  
Hongkong for the WESTERN ASSURANCE  
COMPANY, we are prepared to accept approved  
European and Chinese Risks at Current Rates.  
**JOHN D. HUMPHREYS & SON,**  
Hongkong, 18th August, 1909. [1083]

**NORTH BRITISH AND MERCANTILE**  
**TITLE INSURANCE COMPANY.**  
WITH WHICH IS INCORPORATED THE  
**OCEAN MARINE INSURANCE CO.**  
TOTAL FUNDS at 31st December, 1908  
£19,121,310.

I. Authorised Capital ... 26,000,000  
Subscribed Capital ... 3,275,000  
Paid-up Capital ... 1,212,500 0 0  
II. Fire Funds ... 3,204,753 7 10  
The Undersigned, AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE at Current Rates.  
**SHEWAN, TOMES & CO.,**  
Agents.  
Hongkong, 14th August, 1909. [908]

**SINGON & CO.**  
**IRON, STEEL, METAL and HARD-  
WARE MERCHANTS.** Wholesale  
and Retail Ironmongers, Pig Iron and  
Foundry Coke Importers, General Store-  
keepers and Shipchangers. Nos. 35 & 37, HING  
LOONG STREET, (2nd Street, west of Central  
Market) Telephone No. 515. [583]

**THE NEW FRENCH REMEDY.**  
**THERAPION**  
This successful popular remedy, used in hospitals  
by Ricard, Rostan, Gubert, Velpeau and  
others, surpasses everything hitherto employed.  
**THERAPION No. 1**  
is a remarkably short time, often a few days only,  
removes all kinds of skin diseases, secondary  
syphilis, the use of which does irreparable harm by laying  
the foundation of stricture and other serious diseases.  
**THERAPION No. 2**  
for blood poison, bad legs, spots, blotches, eczema,  
pimples and itching of the skin, secondary syphilis,  
ulcers, gonorrhea, rheumatism, &c. It purifies the  
whole system, through the blood, and thoroughly  
eliminates all poisons matter from the body.  
**THERAPION No. 3**  
for exhaustion, & those "used up" feelings resulting  
from dissipation, worry, overwork, excess, &c. It  
restores surprising power in restoring strength &  
vigour to those suffering from exhausting influences  
of long residence in hot, unhealthy climates.  
**THERAPION** is obtainable of principal  
Chemists or The Le Clerc Medicine Co., 11, Broad-  
way, London, E.C.4. Price in England 2/6.  
The above Trade Mark is a fac-simile of word  
"THERAPION" as it appears on British Government  
Stamp affixed to every genuine package.

When you are over-  
heated, thirsty and tired,  
drink  
**'Montserrat'**  
**Lime Juice.**  
It keeps the blood in a cool  
and healthy condition, and  
is a most delicious thirst  
quencher. Good for the  
bairns.  
Made in two kinds—  
Unsweetened, i.e., Plain Lime Juice.  
Sweetened, i.e., Lime Juice Cordial.  
Agents—A. C. Watson & Co., Ltd. Hong Kong.

**APENTA**  
**NATURAL APERIENT WATER.**  
Bottled at the Springs, Budapest, Hungary.  
For continuous use by the Gouty, the  
Constipated, and the Obese.  
**GOLD MEDAL,**  
St. Louis, 1904.  
DOSE:—A Wineglassful in the morning  
before Breakfast. [958-2]

AS SUPPLIED TO THE HOUSE OF  
LORDS AND HOUSE OF COMMONS.  
**THORNE'S**  
**OLD VAT**  
PER CASE \$15  
THIS VAT WAS STARTED BY THE LATE ROBERT THORNE  
OF GREENOCK AND HAS BEEN SOLD SINCE HIS DEATH  
**SCOTCH WHISKY.**  
SOLE AGENTS IN 1033  
**HONG KONG, CHINA & MANILLA.**  
**A. S. WATSON & CO., LTD.**

**APIOLINE**  
(CHAPOTEAUT)  
**LADIES' SAFE**  
REMEDY  
For functional troubles, delay, pain  
and those irregularities peculiar to  
the sex.  
Prescribed by the highest French  
Medical authorities and superior to  
Tansy, Steel Drops and Penny royal.  
**CHAPOTEAUT, 8, rue Vivienne, Paris.**  
Sold by all Chemists

# ARE THE BRITISH DECADENT IN SPORT?

BY SIGMA.

We are in for another wave of pessimism. This time it is not our Army or our Navy or our commerce or our Poor Law that is to be inundated, but our sport, the one remaining field in which we fancied ourselves moderately secure. It is really very distressing. For years past our schoolmasters and our publicists and Mr. Rudyard Kipling have been dining it into us that we were sacrificing altogether too much to games. "Lost on a cricket-field," we were told, was to be the ultimate epitaph on the British Empire. The flannelled fool at the wicket and the muddled cat at the goal were pointed at as national perils; and the ruin of England was confidently predicted unless we thought more, worked more, and played less.

And now, when we have been running these appalling risks and making this enormous sacrifice without a single compensating return. We stand convicted not only of playing too much, but of playing badly. We do not even excel in the games that are to bring us low. For look at the record. The Australians, with no more than a fair to moderate team, have thrashed us at cricket. The Belgians, for the third time, have carried off the blue ribbon of the Thames. The Americans at Harlingham simply swamped our men at polo. A South African won the hundred yards amateur championship, an American the two hundred and twenty, and a German the half-mile race. There were three Australians playing the Oxford cricket team. The captain of the Cambridge eleven was a South African. And to crown our discomfiture, M. Bécrot, a Frenchman, has been the first to fly the Channel. Our decadence is incontestable.

CONDITION OF ENGLISH SPORT.  
So say the pessimists. But in this matter I must confess anything but a pessimist. Almost all the pessimists are listening to just now spring as it seems to me, from a failure to realise, first, what is the real essence of sport; and secondly, the conditions under which sport is carried on in England.

We won our old supremacy in games simply because we were the first people to cultivate them on a large scale. I do not suppose that we were ever particularly good at them, but we were distinctly better than other nations. Thirty or forty years ago our position in pretty nearly all departments of sport, as compared with America and the Continent was precisely what it is to-day in Rugby football as compared with the French. The South Africans and the New Zealanders have proved that our Rugby is not really first-class. But it is decidedly better than the French. They are only just beginning it, and we have played it for generations. Therefore we beat them, and for some years to come shall probably continue to beat them.

So it used to be in almost every other form of sport. We had been at it longer and harder than our rivals. They began by being our pupils, and our superiority over them was relatively very great. We let us say, were second-raters and they were tenth-raters, and there were no first-raters. Consequently we had things pretty much our own way. But such a condition could not last for ever. Our rivals improved. They began to specialise. They have to-day very largely outstripped their old masters.

But why? How is it that our improvement has not kept pace with theirs? Well, there are several reasons. An examination of the American victory at polo will explain some of them. I suppose there are a hundred Englishmen playing polo regularly to every American. And yet the Meadowbrook quartette have utterly routed the best, or nearly the best, team that we could put in the field. They have done it, first of all, by devoting themselves almost exclusively to this single pastime summer after summer; secondly, by spending on it an amount of time and money and determination that our men have neither the means nor the leisure nor the inclination to give up to any game; thirdly, by playing in winter only such games, like tennis and racquets, as would help their polo in the summer; fourthly, by buying up the best ponies to be got anywhere; and fifthly, by putting themselves under a professional trainer and shaping their whole lives for the time being to this single end.

In this way they evolved a standard of play not only higher than any we have ever reached by our easy-going methods, but higher than we shall ever be able to reach unless our methods are completely transformed. Our men are as good as ever. But their rivals, having set out to win, having also the capacity for taking infinite pains, and being willing to subordinate everything to the sole purpose of victory—everything, I mean, except sportsmanship—are better.

OUR LACK OF INITIATIVE.  
It was the same with Jay Gould and the tennis championship. He made up his mind to win it; he had a private tennis court built for him; he practically lived in it for years; he employed the finest professional player; and naturally enough he defeated the English champion to whom tennis, while an absorbing pastime, was not the whole of life. And yet I do not doubt that tennis is far more widely played here than in the States, and that the first dozen English players would easily have vanquished the first dozen American players.

To all international contests our competitors from abroad bring an extra keenness, a stronger desire to win, a sounder and more scientific habit of insurance against all risks, and far more readiness to submit to the necessary discipline and take the proper amount of trouble than our own men. I remember noting an instance of this when Harvard and Yale met Oxford and Cambridge a few years ago. There was a slight drizzle falling during the high jump, and both the American first and second strings brought with them on to the field thick warm rugs. When they had done their turn they wrapped themselves round in the rugs, and as the smallest change of circulation, and the Englishmen had no rug. After making their jump they lay full length on the damp grass until their turn came round again.

It is all a matter of training, application, and minute and rigorous attention to detail. We have as good material to work on as any people in the world, but we do not make the most of it. We rarely train the potentially first rate man into the actually first rate man. We are the last to invent any of the hundred and one little devices that mean the difference between failure or success. The new seat in the saddle, the new start in the sprint, the new serve in the high jump, the new service at lawn tennis, are all American inventions; and it is only reluctantly that we condescend to experiment with them.

THE GAME'S THE THING.  
Does all this point to a national shortcoming? In a sense I suppose it does. I suppose it may be taken as one more sign of our preference for "muddling through," of our disinclination to incapacity, for prevision, preparation and the steady adjustment of means to ends. If anyone were to get up and say that we fail because we deserve to fail, because we are as deliberately casual as our rivals are deliberately careful, because, while desiring the prize, we are simply

not willing to go to all the trouble to win it that keener competition has imposed upon the contestants, it would, I take it, be difficult to disprove him.

But in another, and to my mind, a more important sense, I am rather glad that we are not, universally successful in these international contests. Our reluctance to go to the lengths of our foreign rivals in preparing for a struggle is due, in part, in very large part, to a healthy perception that after all "the game's the thing," and that too great an anxiety to win is apt to turn a game into a business.

So long as sport continues to hold its unique place in our national life, so long as its devotees are numbered by hundreds in England instead of by tens as in other countries, so long as old and young, men and boys, meet and play together on innumerable fields, so long as we retain the same spirit and wholesome traditions of the thing, I for one shall consider all talk of our "decadence" absurd, and shall not care a fig how many championships may chance to leave our shores.

## HEROIC MISSIONARY.

ALL NIGHT RIDE TO AID A BRITISH FORCE.

The remarkable heroism of an English missionary in Nigeria is described by Reuters' Agency in giving the details of the disastrous attack on a British force, when Lieutenant Vanrenen, who was in charge, and eleven policemen were killed, while the doctor was wounded.

The first news of the disaster came to Minna, a place on the line of the Baro Kano Railway, about thirty miles from the scene of the occurrence, in a hurriedly written message from the wounded doctor at Kuta.

The Rev. W. P. Low, who has for some years been working among the Gwari, happened to be at Minna when the news came in. He instantly volunteered to go to Kuta to render any aid possible to the survivors, and also to use his influence with the people.

Leaving behind all his baggage and servants, he started off on his bicycle at ten minutes' notice, examining a few biscuits in his pockets and borrowing a revolver from Captain Orr, the Resident at Minna.

Mr. Low rode hard all night. A short distance out from Minna he was overtaken by a tornado of great severity, and was compelled to exchange his bicycle for a horse. He was completely exhausted, and shortly before reaching Kuta fell off his horse, which bolted, leaving him severely bruised.

On reaching Kuta, at three the next morning, he found that the survivors of the force had come in, having been pursued by the Gwari people, from whom they had to hide in the bush.

Mr. Low spent twelve hours in Kuta, and having assured himself of the safety of the townspeople, resumed his journey to the coast. Picking up a construction train on the way back, he just caught his steamer, but was nearly drowned in a native canoe when going down the Niger.

He met a punitive force under Major Williams, consisting of 150 men, with a Maxim, on its way to the scene of the ambush.

The punitive expedition had some stiff fighting, but they inflicted severe punishment on the Gwari and burnt their towns. There were no losses on the British side.

The Rev. Walter Percival Low is a missionary of the Church Missionary Society. He was sent out to Africa in 1903. He is a young man, and was ordained in 1901.

## LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of China* arrived Shanghai at 4 a.m. on the 7th instant, and left again at 4 p.m. same day for Nagasaki, where she is due to arrive at 6 a.m. to-morrow.

A wireless message from the B.M.S. *Empress of India* received through the Yokohama Office by the Hongkong Office of the C.P.R. Co. advised that the ship may be expected at Yokohama on the morning of the 9th instant. The Captain reports having experienced heavy weather in crossing, which accounts for the slightly delayed arrival.

**KEATING'S**  
**LOZENGES**  
CURE THE WORST COUGH  
SOLD IN BOTTLES EVERYWHERE.

**MITSU BISHI DOCKYARD**  
**AND ENGINE WORKS,**  
NAGASAKI.

**CODE WORD: "DOCK."**  
A.I. A.B.C., and Engineering Code Used  
**NEW DOCK NOW OPEN.**  
DOCK No. 3.  
Extreme Length ... 722 feet  
Length on Blocks ... 714 "  
Width of Entrance on Top ... 964 "  
Width of Entrance on Bottom ... 584 "  
Water on Blocks at Spring Tide ... 342 "

DOCK No. 1.  
Extreme Length ... 523 feet  
Length on Blocks ... 513 "  
Width of Entrance on Top ... 88 "  
Width of Entrance on Bottom ... 77 "  
Water on Blocks at Spring Tide ... 64 "

DOCK No. 2.  
Extreme Length ... 371 feet  
Length on Blocks ... 350 "  
Width of Entrance on Top ... 66 "  
Width of Entrance on Bottom ... 53 "  
Water on Blocks at Spring Tide ... 22 "

**PATENT SLIP.**  
Suitable for vessels up to 1,000.

**THE WORKS** are well equipped with  
**LATEST PLANTS and APPLI-  
ANCES** to undertake **BUILDING or  
REPAIRING SHIPS, ENGINES, and  
BOILERS;** and also **ELECTRICAL  
WORK.**

A **LARGE STOCK** of **MATERIALS** is  
always kept on hand.  
The **COMPANY** has the powerful steamer  
"OURA-MARU" (712 tons, 700 H.P.)  
specially built for **SALVAGE PURPOSES**  
equipped with necessary gear, always ready  
Short Notice. [805]

For your own comfort  
in Tropical Countries use  
**CALVERT'S**  
**Carbolic Soaps.**  
Sold by local Chemists and Stores. Made by F. C. Calvert & Co., Manchester, England.

**Guarded against Infection.**  
Calvert's 20% Carbolic Soap.  
Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptically cleansing their bites.

**Perfect Personal Cleanliness.**  
Calvert's Carbolic Toilet Soap.  
You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

**Freedom from Skin Irritation.**  
Calvert's Carbolic Prickly-heat Soap.  
is most serviceable in warm climates as a preventive of prickly-heat, or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need?  
Each suits the climate.

BY APPOINTMENT TO HIS MAJESTY THE KING.  
**BOVRIL**  
No matter what we may say about Bovril,  
nothing can speak so strongly to you as an  
actual trial of Bovril itself.  
Bovril contains all the goodness of  
prime beef in highly condensed form.

**SOUTH MANCHURIA RAILWAY CO.**

**SHORTEST AND QUICKEST ROUTE BETWEEN  
THE FAR EAST AND EUROPE, VIA DAIREN.**

**SUMMER SCHEDULE.**  
THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently  
equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in  
connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct  
Steamer Service by the S.S. "KOREA MARU" and "SAIKO MARU" (2,877 tons each)

**NORTH-BOUND.**

Leave—Shanghai (Steamer)	Thursday	Saturday or Sunday
Arrive—Dairen	Saturday	Monday or Tuesday
Lv. — " "	" "	" "
Ar. — Mukden	" "	" "
Ar. — " "	" "	" "
Ar. — Changchun	Monday	Wednesday
Ar. — " "	" "	" "
Ar. — Harbin	" "	" "

Connecting at Harbin with { State Express for Moscow, Wagon-Lits for Moscow, Express for St. Pet'g.

**SOUTH-BOUND.**

Leave—Harbin	Tuesday	Thursday	Saturday
Arrive—Changchun	Thursday	Friday	" "
Ar. — " "	" "	" "	" "
Ar. — Mukden	Wednesday	Friday	" "
Ar. — Dairen	" "	" "	Sunday
Ar. — " "	" "	" "	" "
Ar. — Shanghai (Steamer)	Friday	" "	Tuesday

\*Russian Train time is 23 minutes earlier than S. M. R. time.

**TICKET AGENCIES**—The Company's Railway and Steamer Tickets are  
obtainable at all the Agencies of the International Sleeping Car and Express Trains Co.  
and Messrs. Thos. Cook & Son.  
**RAILWAY HOTELS**—YAMATO HOTEL (Tel. Add.: "YAMATO")  
At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the  
Company's management.  
**FUSHUN COAL.**  
FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHANG DEPOTS.  
**SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.**  
Tel. Add.: "MANTETSU." Codes: A.B.C., 5th Ed., A.I. and Lieber's. [137-722]

**"SHACKELL"**  
**"SEAL" RED PRINTING INK**  
IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.  
SAMPLE GRATIS  
**SHACKELL EDWARDS & CO., LTD.**  
PRINTING INK MAKERS.  
ESTABLISHED 1766.  
HEAD OFFICE:—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.  
Hongkong, 16th October, 1907. [354]



## SHIPPING.

## ARRIVALS.

AMORIN, German str., 1,001, Chr. Kumpel, 7th September—Bangkok 29th August, Bico and Wood—Butterfield & Swire.  
BOBINO, German str., 1,344, F. Sembl, 7th Sept.—Sundakan 2nd Sept., Timber and General—Moloch & Co.  
CATHERINE APCAR, British str., 1,730, G. F. Hudson, 7th Sept.—Calcutta and Straits 22nd Aug., General—David Sassoon & Co.  
CHOYANG, British str., 1,424, F. Sembl, 7th Sept.—Sundakan 2nd Sept., Timber and General—Moloch & Co.  
CHUNANG, British str., 7th Sept.—Canton.  
HAIYUN, British str., 636, J. W. Evans, 7th Sept.—Sundakan 2nd Sept., Timber and General—Moloch & Co.  
HANOI, French str., 630, J. Pannier, 7th Sept.—Haiphong, Pakhoi and Hoihow 2nd Sept., General—A. R. Marry.  
KOECHOW, British str., 7th Sept.—Canton.  
NANCHANG, British str., 7th Sept.—Canton.  
PRINZ WILHELM, German str., 5,000, F. Iscke, 7th Sept.—Nagasaki 3rd September, General—Moloch & Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
7th September.  
C. Diederichsen, German str., for Hoihow.  
Chook Maru, Japanese str., for Swatow.  
Choyang, British str., for Shanghai.  
Chunang, British str., for Hongkong.  
Chunang, Norwegian str., for Haiphong.  
Haitan, British str., for Swatow.  
Keongwai, German str., for Bangkok.  
Taming, British str., for Manila.  
Triton, German str., for Bangkok.

## DEPARTURES.

7th September.  
ANHUI, British str., for Canton.  
HENRIK ISEN, Norwegian str., for Moji.  
HSIN MING, Chinese str., for Shanghai.  
KINWUCK, British str., for Shanghai.  
LAISANG, British str., for Singapore.  
PERSIA, British str., for Singapore.  
SANTONIA, German str., for Singapore.  
TIENTSIN, British str., for Swatow.  
TILATAP, Dutch str., for Batavia.

## SHIPPING REPORTS.

The British str. Hainan reports: Light Westerly wind, and fine.

## VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE  
(WITH LIBERTY TO CALL AT MALABAR COAST).  
PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.  
S.S. "LENNOX" ... About 10th Sept.  
For Freight and further information, apply to  
DODWELL & Co., Ltd., Agents.  
Hongkong, 2nd August, 1909. [1008]

NAVIGAZIONE GENERALE ITALIANA  
(Florio and Rubattino United Companies).  
STEAM FOR BOMBAY  
VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESINA, NAPLES, LEBRON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEBANTINE and SOUTH AMERICAN PORTS up to CALAIO.  
(Taking Cargo at through rates to PERSIAN GULF and BAHRAIN, also DARFEL, VALENTIA, ALGIERA, ALGERIA and MALAGA.)  
THE Steamship  
"CAPRI."  
Captain Dini, will be despatched as above on SATURDAY, the 11th inst., at Noon.  
For further particulars regarding Freight and Passage, apply to  
CARLOWITZ & Co., Agents.  
Hongkong, 1st September, 1909. [4]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.  
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.  
THE Steamship  
"ASSAYE."  
Captain Owen Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 18th September, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOREA" 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.  
Silk and Valables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Eurydice" due in London on the 30th October, 1909.  
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
For further particulars, apply to  
E. A. HEWETT, Superintendent.  
Hongkong, 7th September, 1909. [1]

THE SHIRE LINE OF STEAMERS, LTD.  
FOR LONDON AND ANTWERP.

THE Steamship  
"PLINTSHIRE."  
Captain G. C. Gundy will be despatched as above on or about the 26th inst.  
For Freight or Passage apply to  
JARDINE, MATHESON & Co., Ltd., Agents.  
Hongkong, 6th September, 1909. [1172]

COMMON SENSE is a NUTSHELL.  
A new medical work on the causes & most scientific & efficient means of relief in all cases of nervous & functional debility, depression of spirits, &c., with practical observation on marriage and full directions for securing certain disqualifications that destroy the happiness of wedded life. It also treats on urinary derangements, discharges, blood poison, secondary symptoms, stricture, &c., and no sufferer should fail to procure a copy free in plain sealed envelope from Mr. E. C. Rogers, 100, St. Mark's, London, E.C. 4, or from Mr. E. C. Rogers, 100, St. Mark's, London, E.C. 4, or from Mr. E. C. Rogers, 100, St. Mark's, London, E.C. 4.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & C. VIA USUAL PORTS OF CALL.	ASSAYE	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	On 18th inst., at Noon.
LONDON & ANTWERP	PLINTSHIRE	Brit. str.	—	G. C. Gundy	JARDINE, MATHESON & Co., Ltd.	About 26th inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	STELLA	Ger. str.	1. w.	Wegner	HAMBURG-AMERICA LINE	On 23rd inst.
HAVRE, BREMEN & HAMBURG &c.	C. F. F. LAMBE	Ger. str.	1. w.	O. J. Benton, R.N.R.	P. & O. S. N. Co.	On 29th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SUMATRA	Brit. str.	—	Riquier	MESSAGERIES MARITIMES	To-morrow, P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AUSTRALIAN	French str.	—	R. Takeda	NIPPON YUSEN KAISHA	On 14th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ISABA MARU	Jap. str.	—	N. M. Thieson	NIPPON YUSEN KAISHA	On 15th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HITACHI MARU	Jap. str.	—	Delant	HAMBURG-AMERICA LINE	On 29th inst., at D'light
MARSEILLES, ANTWERP & HAMBURG &c.	AMERICA	Ger. str.	1. w.	Wm. Thompson	MELCHERS & Co.	About end of Sept.
COPENHAGEN & BALTIC PORTS	CATHAY	Dan. str.	—	E. Tarabochia	SANDER, WIELER & Co.	About 22nd inst.
GENOA, MARSEILLES, LONDON & ANTWERP, &c.	ATSUBA MARU	Jap. str.	—	F. Froesch	MELCHERS & Co.	On 26th Oct., at Noon
CALLAO, IQUIQUE, &c. VIA JAPAN PORTS, &c.	HONGKONG MARU	Jap. str.	—	—	—	About 25th inst.
YOKOHAMA, &c. VIA SINGAPORE, &c.	NIPPON	Jap. str.	—	—	—	To-morrow, at Noon.
NAPLES, GENOA, ALGERA, GIBRALTAR &c.	DURHAM	Am. str.	—	—	—	On 31st inst.
NEW YORK VIA PORTS & SUEZ CANAL	ABACONIA	Ger. str.	1. w.	—	—	About 10th inst.
BOSTON & NEW YORK	LENNOX	Brit. str.	—	—	—	On 18th inst., at Noon.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2. m.	S. Shotton	CANADIAN PACIFIC R. Co.	On 25th inst., at 6 p.m.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2. m.	H. Yamamoto	CANADIAN PACIFIC R. Co.	On 30th inst.
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	SUVERIO	Brit. str.	—	K. Kawa	OSAKA SHOSUN KAISHA	On 25th inst., at Noon.
VACOMA VIA KEELUNG, SHANGHAI & JAPAN	TACOMA MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 14th inst., at 4 p.m.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TAIYAN MARU	Jap. str.	—	E. T. Holmes	NIPPON YUSEN KAISHA	On 10th inst., at D'light
AUSTRALIAN PORTS VIA MANILA	PRINZ WILHELM	Ger. str.	—	L. Dawson	GIBB, LIVINGSTON & Co.	On 23rd inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	EMPEROR OF INDIA	Brit. str.	1. m.	M. Winokler	NIPPON YUSEN KAISHA	On 1st Oct., at Noon.
AUSTRALIAN PORTS VIA MANILA	KUMARO MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 29th Oct., at Noon.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 17th inst., at 5 p.m.
Kobe & YOKOHAMA	ITO MARU	Jap. str.	—	E. E. Cope	NIPPON YUSEN KAISHA	On 24th inst., at 5 p.m.
Kobe & YOKOHAMA	KITANO MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 28th inst., at Noon.
NAGASAKI, Kobe & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Koops	JAVA-CHINA-JAPAN LINE	Quick despatch.
JAPAN	TIENTSIN	Dut. str.	—	Kennel	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
TSINGTAU, CHEFOO & NEWCHOW	NANCHANG	Brit. str.	1. m.	M. Courtney	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at 4 p.m.
SHANGHAI VIA NINGPO	CHOWANG	Brit. str.	—	E. E. Cope	NIPPON YUSEN KAISHA	About 8th inst.
SHANGHAI, MOJI & Kobe	YUPOPOU MARU	Jap. str.	1. m.	T. Suruga	MELCHERS & Co.	To-day, at 10 a.m.
SHANGHAI, NAGASAKI, Kobe & YOKOHAMA	F. E. FRIEDRICH	Ger. str.	1. m.	—	—	To-morrow, at 4 p.m.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	CHOWANG	Brit. str.	1. m.	—	—	On 12th inst.
SHANGHAI	ANHUI	Brit. str.	1. m.	—	—	About 10th inst.
SHANGHAI, Kobe & YOKOHAMA	NICOMEDIA	Ger. str.	—	H. E. Rivers	P. & O. S. N. Co.	On 12th inst., at D'light
SHANGHAI	CYCLON	Brit. str.	—	Seller	MESSAGERIES MARITIMES	On 13th inst., P.M.
SHANGHAI, Kobe & YOKOHAMA	LYNAN	Brit. str.	1. m.	Williams	HAMBURG-AMERICA LINE	On 15th inst.
SHANGHAI, Kobe & YOKOHAMA	OCANIAN	French str.	—	Kunzel	P. & O. S. N. Co.	About 18th inst.
SHANGHAI	LIBERIA	Ger. str.	1. m.	—	—	On 18th inst., at 4 p.m.
SHANGHAI	DELTA	Brit. str.	1. m.	—	—	On 17th inst., at Noon.
SHANGHAI	CHINWANG	Brit. str.	1. m.	—	—	On 19th inst., at D'light
SHANGHAI, YOKOHAMA, Kobe & MOJI	NAMHANG	Brit. str.	—	—	—	On 23rd inst.
SHANGHAI, YOKOHAMA & Kobe	CHENAN	Dan. str.	1. m.	—	—	Quick despatch.
SHANGHAI	TRANQUERAN	Dut. str.	—	—	—	On 15th inst., at 10 a.m.
SHANGHAI	SEIYAN	Jap. str.	—	—	—	On 12th inst., at 10 a.m.
SHANGHAI VIA SWATOW & AMOY	SOSU MARU	Jap. str.	—	—	—	To-day, at 2 p.m.
AMOI & FOCHOW	DAIGI MARU	Jap. str.	—	—	—	To-morrow, at 4 p.m.
SWATOW	HAITAN	Brit. str.	2. h.	—	—	On 10th inst., at 4 p.m.
SWATOW WEIHAWEI, CHEFOO & TIENTSIN	HAIYUN	Brit. str.	2. h.	—	—	On 10th inst., at 5 p.m.
SWATOW, AMOY & FOCHOW	KATOH	Brit. str.	1. m.	—	—	On 14th inst., at 3 p.m.
MANILA	HAIYANG	Brit. str.	2. h.	—	—	On 17th inst., at 4 p.m.
MANILA	YUNNANG	Brit. str.	—	—	—	On 13th inst., at Noon.
MANILA	ZATIRO	Brit. str.	—	—	—	To-morrow, at Noon.
MANILA	TEAN	Brit. str.	1. m.	—	—	Middle of Sept.
MANILA	LOONGSANG	Brit. str.	—	—	—	On 11th inst., at Noon.
MANILA	RUGI	Brit. str.	1. m.	—	—	On 16th inst.
KUDAT & SANDAKAN	KATOH	Ger. str.	—	—	—	On 1th inst., at Noon.
BOMBAY VIA SINGAPORE & PENANG	BORNEO	Ital. str.	—	—	—	On 14th inst., at 2 p.m.
BOMBAY VIA SINGAPORE & COLOMBO	YASOKU MARU	Jap. str.	—	—	—	On 18th inst., at D'light
SINGAPORE, PENANG & CALCUTTA	ARRATON APCAR	Brit. str.	—	—	—	Quick despatch.
SINGAPORE, SAMARANG & SOURABAYA	ONANG	Brit. str.	—	—	—	
SINGAPORE, SAMARANG & SOURABAYA	HITANG	Brit. str.	—	—	—	
SINGAPORE, PENANG & CALCUTTA	FOOKANG	Brit. str.	—	—	—	
BATAVIA, CHERIBON, SAMARANG, &c.	TILATAP	Dut. str.	—	—	—	

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL
SHANGHAI, NAGASAKI, Kobe "PRINZ EITEL FRIEDRICH"	Capt. E. Malchow	About Wed. day, 8th September.
NAPLES, GENOA, ALGERIA, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"BUELOW" Capt. F. Froesch	Thursday, 9th Sept., at Noon.
MANILA, YAP, NEW GUINEA and MELBOURNE	"PRINZ WILHELM" Capt. F. Iscke	Friday, 10th Sept., at D'light
KUDAT & SANDAKAN	"BORNEO" Capt. F. Sembrill	Middle of September.

For further Particulars, apply to  
NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.  
Hongkong, 7th September, 1909. [5]

## THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR  
VANCOUVER, B.C., TACOMA & SEATTLE  
VIA  
MOJI, Kobe AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SUVERIO	6,232	S. Shotton	On 30th September.
OCEANO	4,657	F. W. Davies	On 21st October.
KUMERIC	6,232	J. Mathe	On 18th November.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.  
PARCEL EXPRESS TO THE UNITED STATES & CANADA.  
For further information apply to  
DODWELL & CO., LIMITED, GENERAL AGENTS.  
Hongkong, 31st August, 1909. [8]

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

FOURTEENTHLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.  
FOURTEENTHLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STREAMERS	TO SAIL
SHANGHAI, Kobe & YOKOHAMA	"OCEANIAN" Capt. Sallier	On 13th Sept. P.M.
MARSEILLES, VIA PORTS	"AUSTRALIAN" Capt. Riquier	On 14th Sept. 1 p.m.
SHANGHAI, Kobe & YOKOHAMA	"SYDNEY" Capt. X.	On 27th Sept. P.M.
MARSEILLES VIA PORTS	"POLYNESIAN" Capt. Broc	On 28th Sept. 1 p.m.

Transshipping on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 27/10s. up to 27/10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.  
For Further Particulars, apply to—  
P. DE CHAMPMORIN, AGENT, Queen's Building.  
Hongkong, 1st September, 1909. [2]

## CANADIAN PACIFIC RAILWAY CO'S

## ROYAL MAIL STEAMSHIP LINE.

## "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong. "MONTEAGLE" SATURDAY, 18th Sept. "EMPERESS OF INDIA" SAT. 25th Sept. "EMPERESS OF JAPAN" SAT. 16th Oct. "EMPERESS OF CHINA" SAT. 6th Nov.  
From Quebec, or St. John, N.B. "EMPERESS OF IRELAND" Fri. 22nd Oct. "ALLAN LINE" FRIDAY, 12th Nov. "EMPERESS OF BRITAIN" Fri. 3rd Dec.

"Emperess" Steamships leave HONGKONG at 6 P.M. "Monteagle" at 12 NOON.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.  
Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10  
Intermediate on Steamers ..... £43 " £45.  
and 1st Class Railway

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the Atlantic Continent by Canadian Pacific direct Line.  
R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.  
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.  
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
D. W. CREADDOCK, General Traffic Agent for China, Corner Padder Street and Praya, opposite Blake Pier.

## VESSELS ON THE BERTH

For SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Hongkong, Madras and Mauritius.

## THE Steamship

"ARRATON APCAR."  
Captain A. Stewart, will be despatched for the above Ports on SATURDAY, the 11th inst., at Noon.

For Freight or Passage, apply to  
DAVID SASSOON & Co., Ltd., Agents.  
Hongkong, 7th September, 1909. [1157]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

For SYDNEY AND MELBOURNE, (Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

"EMPIRE."  
Captain Helms, will be despatched as above on WEDNESDAY, the 15th Sept., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a fully qualified Surgeon are carried.  
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 26th August, 1909. [1114]

## HONGKONG-NEW YORK



AMERICAN ASIATIC STEAMSHIP Co.

For NEW YORK VIA PORTS AND SUEZ CANAL.  
(With Liberty to call at the Malabar Coast.)

S.S. "INDRAPURA" On 17th Sept., 1909.  
For Freight and further information, apply to—  
SHEWAN, TOMES & Co., General Agents.  
Hongkong, 25th August, 1909. [1108]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.  
(Taking Cargo at through rates to the Brazils, to Red Sea, BLACK SEA, LEBANT, VENICE and ADRIATIC PORTS).  
THE Company's Steamship  
"NIPPON."  
Captain Tarabochia, will be despatched as above on or about the 23rd September.

This Steamer has splendid accommodation for passengers, electric light and carries a doctor.  
For information as to Passage and Freight, apply to  
SANDER, WIELER & Co., Agents, Princess Buildings.  
Hongkong, 28th August, 1909. [3]

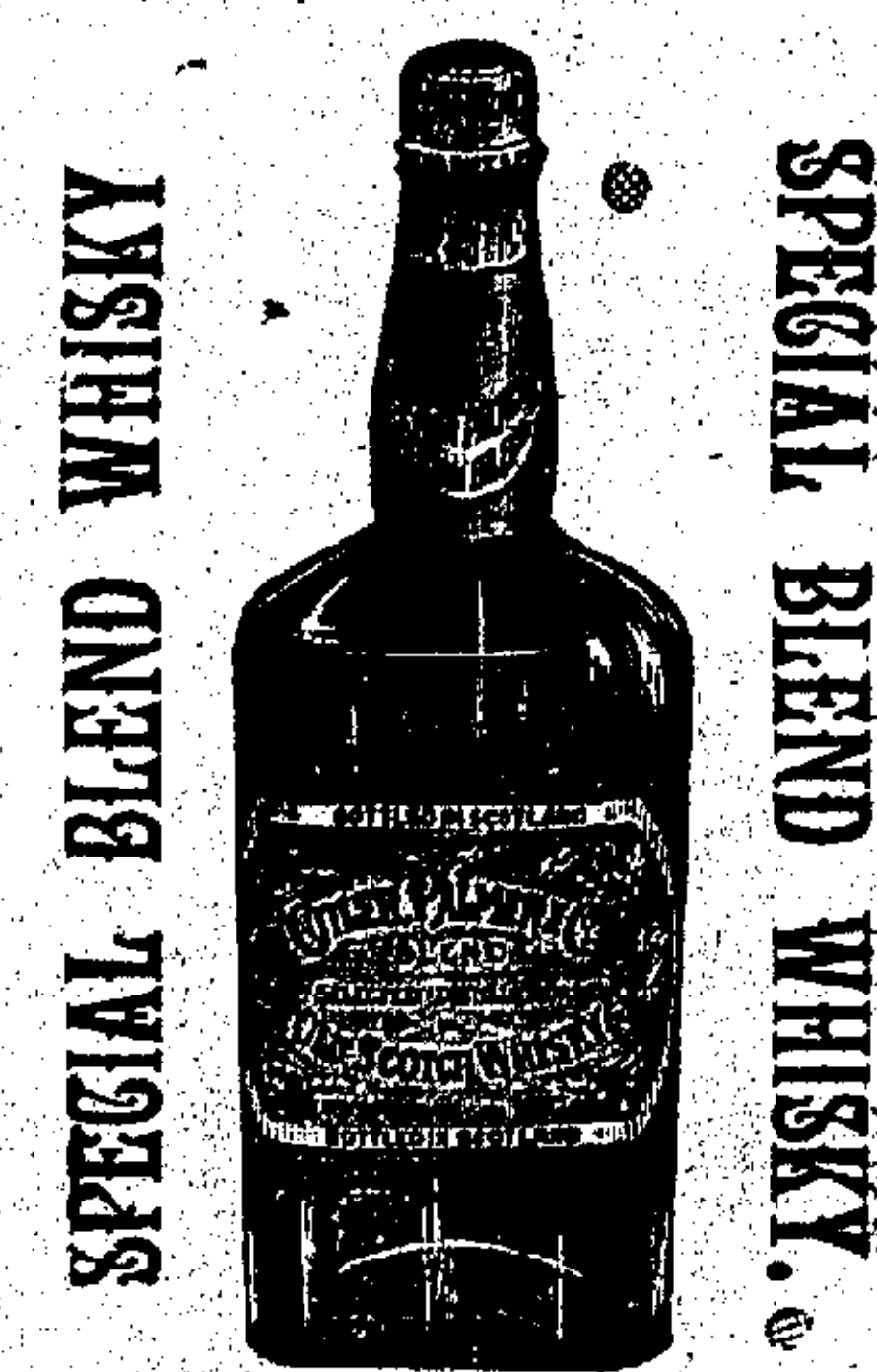
## COAL.

BUNKER COAL can now be supplied from the Deep Coals of SARAWAK GOVERNMENT MINES, at Labuan and Brookeston, at Reduced Rates. Large stock always on hand. Apply—SARAWAK GOVERNMENT AGENCY, Labuan. Telegrams: May, Labuan. [939]

## LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS Co., Ltd., who are prepared to supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch. Telegrams: "Labuan Labuan."  
BRADLEY & Co., Agents.  
Hongkong, 12th August, 1909. [1064]

Gutler, Palmer & Co.'s



SHIPPERS  
Gutler, Palmer & Co., London.  
AGENTS  
SIEMSEN & CO., HONGKONG.



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, and PORT SAID	SUMATRA	Sept. 9th	Freight and Passage
SHANGHAI, MOJI, KOBE, and YOKOHAMA	DELTA	About 10th	Freight and Passage
SHANGHAI	DELTA	About 16th	Freight and Passage
LONDON via USUAL PORTS	ASSAYE	Noon, 18th	See Special of Call.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 7th September, 1909.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MOLOLO	"KAIFONG"	On 9th Sept., Noon.
SWATOW, WEIHAIWEI, CHEFOO, and TIENTSIN	"KUEICHOW"	On 9th Sept., 4 P.M.
SHANGHAI	"ANHUI"	On 9th Sept., 4 P.M.
SHANGHAI, CHEFOO and NEWCHANG	"NANCHANG"	On 9th Sept., 4 P.M.
SHANGHAI	"LINAN"	On 12th Sept., D'light.
MANILA	"TEAN"	On 14th Sept., 3 P.M.
SHANGHAI	"CHINHUA"	On 16th Sept., 4 P.M.
SHANGHAI	"CHENAN"	On 19th Sept., D'light
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIENS, TOWNEVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 23rd Sept., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$90 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

11

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI via NINGPO	"CHOYSANG"	Friday, 10th Sept., 4 P.M.
MANILA	"YUENSANG"	Friday, 10th Sept., 4 P.M.
SINGAPORE, SAMARANG & SOERABAYA	"ONSANG"	Tuesday, 14th Sept., 2 P.M.
SEHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Friday, 17th Sept., Noon.
MANILA	"LOONGSANG"	Friday, 17th Sept., 4 P.M.
SINGAPORE, SAMARANG & SOERABAYA	"HINSANG"	Sunday, 19th Sept., D'light
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Thursday, 23rd Sept., 2 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a 30 day 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang Telephone No. 61.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS.

16

# DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAITAN," Capt. J. S. Roach	AMOY and FOCHOW.	WED'DAY, 8th Sept., at 10 A.M.
"HAIMUN," Capt. Evans	SWATOW	WED'DAY, 8th Sept., at 2 P.M.
"HAIYANG," Capt. A. E. Hodgins	SWATOW, AMOY and FOCHOW.	FRIDAY, 10th Sept., at 2 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOCHOW WILL BE MADE DURING THE MONTH OF SEPTEMBER. FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

1579

# EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, HANGKOK &amp; SHANGHAI

# RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG &amp; VLADIVOSTOK.

# SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	23rd September.
COPENHAGEN and BALTIC PORTS	"CATHAY"	About end of Sept.

For Further Particulars apply to  
Hongkong, 28th August, 1909.MELOHERS & CO.,  
AGENTS.

6

# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR  
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA,  
HONOLULU AND SALINA CRUZ (MEXICO).  
SS. HONGKONG MARU ... 6000 tons gross ... Sail Oct. 25th, at Noon.  
SS. MANSHU MARU ... 5000 " " " " " Dec. 10th, at Noon.  
SS. AMERICA MARU ... 6000 " " " " " Febr. 5th, 1910, at Noon.  
For particulars apply to  
K. MATSUDA, Manager,  
TOYO KISEN KAISHA, York Building,  
Hongkong, 2nd September, 1909.



# NIPPON YUSEN KAISHA.

## (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	INABA MARU, Capt. R. Takada.	6,500	WED'DAY, 15th Sept., at Daylight.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA	HITACHI MARU, Capt. N. Matheson.	7,000	WED'DAY, 29th Sept., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SHINANO MARU, Capt. K. Kawara.	7,000	TUESDAY, 14th Sept., at 4 P.M.
SHANGHAI, MOJI and KOBE	*TANGO MARU, Capt. S. Ishikawa.	8,000	TUESDAY, 28th Sept., at 4 P.M.
BOMBAY via SINGAPORE and COLOMBO	KUMANO MARU, Capt. M. Winkler.	6,000	FRIDAY, 1st Oct., at Noon.
KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine.	5,000	FRIDAY, 29th Oct., at Noon.
KOBE and YOKOHAMA	YETOROFU MARU, Capt. K. Boyda.	4,500	WED'DAY, 8th September.
KOBE and YOKOHAMA	YEBOSHI MARU, Capt. B. Kon.	4,500	THURSDAY, 16th September.
KOBE and YOKOHAMA	*IYO MARU, Capt. S. J. G. Parsons.	6,500	FRIDAY, 17th Sept., at 5 P.M.
KOBE and YOKOHAMA	KITANO MARU, Capt. F. E. Cope.	9,000	FRIDAY, 24th Sept., at 5 P.M.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine.	5,000	WED'DAY, 29th Sept., at Noon.

Fitted with New System of Wireless Telegraphy.

Cargo only.

\* Omitting Keelung and Shimidzu.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers, Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 5 days.

# EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID.

THE Co.'s NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

ATSUTA MARU - (Capt. Wm. Thompson) - About Wed. 22nd Sept.

MIYASAKI MARU (Capt. T. Murai) - About Wed. 20th Oct.

KITANO MARU - (Capt. F. E. Cope) - About Wed. 17th Nov.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

T. KUSUMOTO,  
MANAGER.

Hongkong, 1st September, 1909.

# CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Bodger	Manila	On 10th Sept. 5 P.M.
RUBI	2540	R. W. Almond	Manila	On 18th Sept. Noon.

For Freight or Passage apply to  
Hongkong, 8th September, 1909.SHEWAN, TOMES & Co.,  
General Managers.

# HAMBURG-AMERIKA LINIE

## HAMBURG.

# EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING CARGO at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Adam or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

# NEXT SAILINGS FROM HONGKONG:

# OUTWARD.

For SHANGHAI, KOBE &amp; YOKOHAMA:

SS. NICOMEDIA	12th Sept.
SS. LIBERIA	15th Sept.
SS. BELGRAVIA	27th Sept.
SS. SILEZIA	19th Oct.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

12

# HOMEWARD.

For ROTTERDAM &amp; HAMBURG:

S.S. SPEZIA ... 23rd Sept.

For HAVRE, BREMEN &amp; HAMBURG:

S.S. C. FERD. LAEISZ 29th Sept.

For MARSEILLES, ANTWERP &amp; HAMBURG:

S.S. AMBRIA ... 17th Oct.

For NEW YORK:

S.S. ARAGONIA ... 21st Sept.

# THOS. COOK & SON,

## TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-

SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—

16, DES VUEX ROAD, HONGKONG.

Japan Office:—

14, WATER STREET, YOKOHAMA.

759

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ONCE ABOUT
TJILATJAP	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJIMAH	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TJILWONG	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJIKINI	JAVA	First half of Sept.	JAPAN	First half of Sept.
TJIPANAS	JAVA	Second half of Sept.	SHANGHAI	Second half of Sept.
TJIBODAS	JAVA	First half of Oct.	JAPAN	First half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

Yok Buildings, 1st Floor.  
Hongkong, 24th August, 1909.

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

113

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.  
(Subject to Alteration).

# TRANS-PACIFIC SERVICE.

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAYAND  
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto.	6,178	SATURDAY, 25th Sept., at Noon.
	"FIZPATRICK" Capt. E. E. Hutchinson.	4,416	SATURDAY, 23rd Oct., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Porcelain. Special attention given towards Express connection.

# HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
SHANGHAI via SWATOW, AMOY & FOCHOW	"CHOSHUN MARU" Capt. T. SURUGA	WED'DAY, 8th Sept., at 10 A.M.
TAMSUI via SWATOW, & AMOY	"DAIGI MARU" Capt. H. MURAYAMA	SUNDAY, 12th Sept., at 10 A.M.
ANPING via SWATOW, & AMOY	"SOSHU MARU" Capt. K. SUGI	WED'DAY, 15th Sept., at 10 A.M.

A Special Reduction of 20 per cent. on 1st and 2nd Class Fares to Fochow will be made during the month of September.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine. The New Zealand Steamers: "CHOSHUN MARU" and "BOJUN MARU" have First Class Cabin AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

877

T. ARIMA,  
MANAGER.

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

# MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)		
Steamer	Tons	I.P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ARCADIA .....	7000	February 5	MANTUA .....	11000	March 5	March 11
ASSAYE .....	7500	February 19	CHINA .....	8000	March 19	March 25
DELTA .....	8000	March 5	MALW .....	11000	April 2	April 8
MACEDONIA .....	10500	March 19	(Through Steamer calling at Bombay)		April 16	April 22
DEVANHA .....	8000	April 2	MONGOLIA .....	10600	April 30	May 6
ASSAYE .....	8000	April 16	MARMORA .....	10500	May 14	May 20
DELTA .....	7500	April 30	MOREA .....	11000	May 28	June 3
DELHI .....	8000	May 14	MOOLTAN .....	10000	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):

1st SALOON £71 10 SINGLE £105 14 RETURN.

2nd " £48 8 " £72 12 "

In addition to the above Mail Steamers the following:

INTERMEDIATE (NON-TRANSFERRING) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
* SYRIA	January	about 26
* SUMATRA	February	about 9
* NYANZA	February	about 25
* MALTA	March	about 23
* SARDINIA	April	about 20
* NORE	May	about 18

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (Including Surtax):

1st SALOON £55 10 SINGLE £82 10 RETURN.

2nd " £36 10 " £57 4 "

\* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

E. A. HEWETT,  
SUPERINTENDENT.

1076



## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIA Route to EUROPE.

## Mails from EUROPE via SIBERIA:—

Date of Dispatch from London.	Date due in Hongkong.	Vessel.
18th August	To-day	Below.

**SIBERIAN ROUTE.**  
The despatch from Shanghai on September 11th, by the *Kobe Maru* is cancelled owing to the steamer's boilers being cleaned. Mails will be sent via Chafoo on September 10th. The *Cosmos*, with the French Mail of the 15th August, left Singapore on Monday, the 6th inst. at 4.30 p.m., and may be expected here on or about Monday next, the 13th inst. This packet brings replies to letters despatched from Hongkong on the 10th July.

The *P. E. Friedrich*, with the German mail of the 12th August, left Singapore on Friday, the 3rd inst. at 5 p.m., and may be expected here to-day.

FOR	PER	DATE
Amoy and Foochow	Haitan	Wednesday 8th, 9.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Choshun Maru	Wednesday 8th, 9.00 A.M.
Batavia, Cherbon, Samarang and Sourabaya	Taiwan	Wednesday 8th, 11.00 A.M.
Bangkok	Kohsiang	Wednesday 8th, Noon
Swatow	Haimun	Wednesday 8th, 1.00 P.M.
Macao	Sui Tai	Wednesday 8th, 1.15 P.M.
Iloilo	Kaifeng	Thursday 9th, 10.00 A.M.

**Europe, &c. India via Taticorin.**  
Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.  
(Letters posted in all the Pillar Boxes a time for the first clearance will be included in this contract mail.)

Macao	Sui Tai	Thursday 9th, 11.00 A.M.
Kobe, Yokohama, Victoria, Vancouver and Seattle	Keamsun	Thursday 9th, 1.15 P.M.
Tsingtau, Cheloo and Newchwang	Nanchang	Thursday 9th, 3.00 P.M.
Shanghai	Anhui	Thursday 9th, 3.00 P.M.
Swatow, Weihaiwei, Cheloo and Tientsin	Kuichow	Thursday 9th, 3.00 P.M.
Heihow and Hapthong	Vorwarda	Thursday 9th, 5.00 P.M.

## NOW IS THE TIME TO DRINK SUN PILSENER BEER.

OBTAINABLE EVERYWHERE.

H. RUTTONJEE &amp; SON.

WINE AND SPIRIT MERCHANTS.

TO-DAY.  
Sale, Household Furniture, Sales Rooms,  
Messrs. Hughes & Hough, 2.30 p.m.

## COMMERCIAL.

EXCHANGE  
CLOSING QUOTATIONS.

September 7th.

ON LONDON—	Telegraphic Transfer	1.9
Bank Bills on demand	1.9	
Bank Bills at 30 days sight	1.9	
Bank Bills at 4 months sight	1.9	
Credit, at 4 months sight	1.9	
Documentary Bills at 4 months sight	1.9	
ON PARIS—	Bank Bills on demand	2.20
Credit, at 4 months sight	2.20	
ON GERMANY—	On demand	1.79
Bank Bills on demand	4.23	
Credit, at 60 days sight	4.23	
ON BOMBAY—	Telegraphic Transfer	1.32
Bank, on demand	1.32	
ON CALCUTTA—	Telegraphic Transfer	1.32
Bank, on demand	1.32	
ON SHANGHAI—	Bank, at sight	75
Private, 30 days sight	75	
ON YOKOHAMA—	On demand	85
ON MANILA—	On demand	84
ON SINGAPORE—	On demand	84
ON BATAVIA—	On demand	1.05
ON HONGKONG—	On demand	94
ON SAIGON—	On demand	94
ON BANGKOK—	On demand	86
SOVEREIGNS, Bank's Buying Rate	\$11.35	
GOLD LEAF, 100 fine, per leaf	\$59.50	
BAB SILVER, per oz.	25.18	

## SUBSIDIARY COINS.

Chinese	per cent.
Chinese	20 cents pieces, \$7.00 discount
Chinese	10 " " " \$7.83 " "
Hongkong	20 " " " \$7.90 " "
Hongkong	10 " " " \$8.00 " "

## OPIUM.

September 6th.

Malwa New	\$1,150/1,180 per poul.
Malwa Old	\$1,190/1,220 " "
Malwa Older	\$1,230/1,250 " "
Malwa V. Old	\$1,260/1,300 " "
Persian fine quality	\$1,100/1,130 " "
Persian extra fine	\$1,000/1,050 " "
Patna New	\$1,070 per chest
Patna Old	" " " "
Bombay New	\$1,060 " "
Bombay Old	\$1,060 " "

## VESSELS IN DOCK.

September 7th.

ABERDEEN DOCK.—	Sorogon, Manban, Hyacin, Yuenang, Kwong Shun Lei, Clara, Johnson, Fawcett.
COSMOPOLITAN DOCK.—	Shinano Maru.
TAIKOO DOCK.—	Hanyang, Sunghang.

## VESSELS EXPECTED.

**THE GERMAN MAIL.**  
The I.G.M. str. *Prinz Eitel Friedrich*, carrying the German Mails, with dates from Berlin of the 12th ultimo, left Singapore on the 3rd instant at 5 p.m., and may be expected here to-day at 5 a.m.

**THE FRENCH MAIL.**  
The M.M. str. *Oceanic*, with the French Mail of the 15th ultimo, and mails from London of the 14th ultimo, left Singapore on the 6th instant at 4.30 p.m., and is expected to arrive here on or about Monday morning, the 13th instant, and will leave for Shanghai and Japan on the same afternoon.

**THE INDIAN MAIL.**  
The Indo-China str. *Namang* from Calcutta and the Straits left Singapore for this port on the 6th inst.  
The Indo-China str. *Kameng* left Calcutta for this port via the Straits on the 3rd instant, and may be expected here on or about the 19th instant.

**THE CANADIAN MAIL.**  
The C.P.R. str. *Montreal* arrived Nagasaki at 6.30 a.m. on the 6th instant, and left again at 4 p.m. same day for Shanghai, where she is due to arrive at 6 a.m. on the 8th inst.

**THE AMERICAN MAIL.**  
The T.K.K. str. *Nippon Maru* sailed from Yokohama, en route for Hongkong on the 5th inst., and is due to arrive at this port on the 15th instant.

**THE AUSTRALIAN MAIL.**  
The I.G.M. str. *Prinz Sigismund* left Sydney on the 26th ult. at noon, and may be expected here on or about the 17th inst.  
The C.N. Co.'s str. *Taiyang* left Sydney on the 25th ultimo, and is due here on the 19th inst.

**MERCHANT STEAMERS.**  
The N.Y.K. str. *Yoroguchi Maru* (Bomby Line) left Taticorin for this port via Singapore on the 25th ultimo, and is expected here to-day.

The P. & O. str. *Ceylon* left Singapore for this port on the 3rd instant at noon, and is due here to-day at about 2 p.m.  
The I.G.M. str. *Buclos* left Shanghai via Foochow on the 4th instant at 9 p.m., and may be expected here to-day p.m.

The Bank Line str. *Oceanic* left Vancouver on the 27th ultimo for Hongkong via Japan and Manila.  
The N.Y.K. str. *Ceylon Maru* (Bomby Line) left Bombay for this port via Taticorin and Singapore on the 25th ult., and is expected here on the 18th inst.

## HONGKONG TIDE TABLE.

From September 8th to 14th, 1909.

HIGH WATER.				LOW WATER.			
Date	Hour	Height	Direction	Date	Hour	Height	Direction
Wed. 8	5.15	4.7	W. by N.	Wed. 8	11.15	0.6	E. by N.
Thurs. 9	4.30	4.7	W. by N.	Thurs. 9	10.30	0.6	E. by N.
Fri. 10	3.45	4.7	W. by N.	Fri. 10	9.45	0.6	E. by N.
Sat. 11	2.55	4.7	W. by N.	Sat. 11	8.55	0.6	E. by N.
Sun. 12	2.10	4.7	W. by N.	Sun. 12	8.10	0.6	E. by N.
Mon. 13	1.25	4.7	W. by N.	Mon. 13	7.25	0.6	E. by N.
Tues. 14	0.40	4.7	W. by N.	Tues. 14	6.40	0.6	E. by N.

THE  
TRADE MARK  
OF QUALITY  
DENOTING  
THE ACME OF  
EGYPTIAN  
CIGARETTE  
PERFECTION.

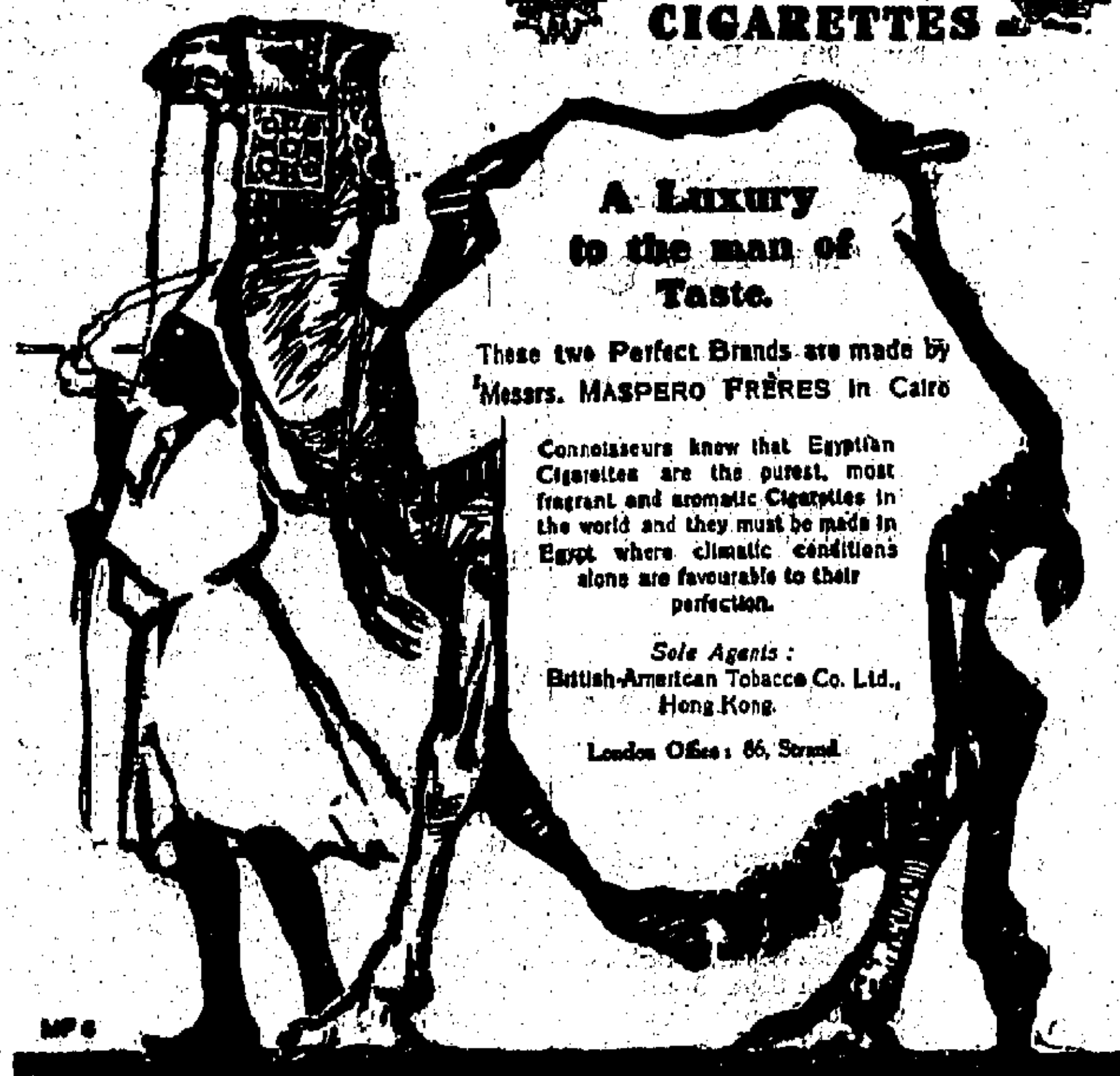
"They are social, soothing, blest,  
they have fragrance, force and  
zest."

IN 50'S & 100'S  
HERMETICALLY SEALED BOXES.  
FROM ALL TOBACCONISTS.

314-2

The Ship of the  
Desert is no  
less famous than

Bouton Rouge  
and  
Felucca  
EGYPTIAN  
CIGARETTES



## SHARE LIST.—QUOTATIONS.

HONGKONG, SEPTEMBER 7TH, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASE.
<b>BANKS.—</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$1,000, par & 1/2
National Bank of China, Limited	99,925	27	26	\$65, buyers
Bell's Asbestos Eastern Agency, Limited	8,004	12/6	12/6	\$10, buyers
China Borneo Company, Limited	60,000	12	12	\$13, sales
China Light and Power Company, Limited	50,000	10	10	\$10, buyers
China Provident, Loan & Mortgage Co., Ltd.	50,000	11	11	\$6, sales
Cotton Mills.—				
Eyo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 135
Hongkong Cotton Spinning Co., Ltd.	125,000	10	10	\$7, sales
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 92
Laou Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 113
Boy Ghee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 450
Dairy Farm Company, Limited	40,000	87 1/2	86	\$17 1/2, sal. & buy.
<b>DOCKS AND WHARVES.—</b>				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	80	all	\$60, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	80	all	\$62, sales
New Amoy Dock Co., Limited	10,000	80	all	\$62, sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 79
Shanghai and Hongkong Wharf Co., Ltd.	36,800	Tls. 100	Tls. 100	Tls. 160
Fenwick & Co., Limited	18,000	25	25	\$11, sales
Green Island Cement Co., Limited	400,000	10	10	\$8.70, sal. & sal.
Hongkong and China Gas Co., Limited	7,000	210	all	\$210, buyers
Hongkong Electric Co., Limited	60,000	10	10	\$22 1/2, buyers
Hongkong Hotel Company, Limited	12,000	80	all	\$75, sales
Hongkong Ice Company, Limited	5,000	25	all	\$188, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	10	all	\$24, sellers
<b>INSURANCES.—</b>				
China Insurance Office Co., Limited	10,000	250	350	\$185, sellers
China Fire Insurance Co., Limited	20,000	310	320	\$115, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	325	\$92, buyers
Hongkong Fire Insurance Co., Limited	8,000	250	350	\$350, buyers
North-China Insurance Co., Limited	10,000	215	45	Tls. 123, sellers
Union Insurance Society, Limited	12,400	250	100	\$837 1/2, sales
Yangtze Insurance Association, Limited	12,000	100	360	\$227 1/2
<b>LANDS AND BUILDINGS.—</b>				
Hongkong Land Investment Agency Co., Ltd.	50,000	100	100	\$105, sal. & sal.
China Fire Insurance Co., Limited	150,000	10	all	\$91, sellers
Hongkong Estate and Finance Co., Ltd.	6,000	30	30	\$30, sellers
Kowloon Land and Building Co., Ltd.	78,000	Tls. 50	Tls. 50	Tls. 119
Shanghai Land Investment Co., Limited	12,500	850	50	\$44, sellers
West Point Building Co., Limited				
<b>MINING.—</b>				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$625, buyers
Ramb Australian Gold Mining Co., Ltd.	200,000	21	18/10	\$8
Pest Tramways Co., Limited	25,000	10	all	\$14
Philippine Co., Limited	50,000	10	10	\$14.40
	75,000	10	10	\$9, buyers
<b>REFINERIES.—</b>				
China Sugar Refining Co., Limited	20,000	100	all	\$146, buyers
London Sugar Refining Co., Limited	7,000	100	all	\$29, sellers
Robinson Piano Co., Limited	4,000	50	50	\$50, sellers
<b>STEAMSHIP COMPANIES.—</b>				
China and Manila Steamship Co., Ltd.	30,000	25	25	\$9, sellers
Douglas Steamship Co., Limited	20,000	50	all	\$34
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	15	15	\$33, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	25	all	\$41
Shell Transport & Trading Co., Limited	2,000,000	21	21	\$7 1/2, sellers
Star Ferry Company, Limited	10,000	10	10	\$26
South China Morning Post, Limited	10,000	10	10	\$15 1/2
Steam Laundry Company, Limited	6,000	25	25	\$24, sellers
	20,000	25	25	\$52
<b>STORES AND DISPENSARIES.—</b>				
Campbell, Moore & Co., Limited	1,200	10	all	\$12
Wm. Powell, Limited	15,000	37	37	\$4, sellers
Watkins, Limited	10,000	10	10	\$10, sellers
A. S. Watson & Co., Limited	90,000	10	10	\$10
Weissmann, Limited	175	100	100	\$150, buyers
United Asbestos Oriental Agency, Limited	9,000 only	10	10	\$12.40
United Waterboat Co., Limited	100 shares	10	10	\$100
	50,000	10	10	\$102

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1836	Tls. 757,200	Tls. 250	7 1/2 p. annum	Par.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 7th.

Previous Day	On Sept. 7	On Sept. 8
Barometer	29.75	29.58
Temperature	84	84
Humidity	78	85
Wind Direction	E	E
Force	2	2
Weather	0	0
Rain	0	0

Highest open air temperature on 8th..... 83  
Lowest open air temperature on 8th..... 78

## STEAMERS PASSED THE CANAL.

August 21st—*Glaucus*, *Indrasamha*, *Iyo Maru*, *Oceanic*, *Stenkor*, *Pochavir*, 21st—*Kasuga*, *St. Patrick*, *Amiral Duperré*, *Monmouthshire*, *Seneca*, *Cardigan*, *Kawachi Maru*, 23rd—*Belgravia*, *Tranquebar*, *Lamo Maru*, *Malla*, *Somali*, *Tenaka*, Sept. 1st—*Chassee*, *Luton*, *Kitao Maru*, *Myrmidon*, *Remolder*, *Petrova*, *Pelous*, 4th—*Sydney*, *Prins Ludwig*, *Wakana Maru*.

## ARRIVALS AT HOME.

Sept. 3rd—*Kleis*, *Calcedonia*, *Kennebec*, *Itria*.

## NOTICES TO CONSIGNEES

"SHIRE" LINE OF STEAMERS LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Company's Steamship

"GLAMORGANSHIRE"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 8th inst. at 3 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns where they will be examined at 9.30 a.m., on the 8th inst. No Claims will be admitted after delivery of the goods has been effected to Consignees, and same must be presented within ten days of the steamer's arrival here, otherwise they will not be recognized.

JARDINE, MATHESON & CO., LTD., Agents, Hongkong, 3rd September, 1909. [1155]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"ASSAYE,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex s.s. "Mooltan" and "Oceanic."

From Australia, ex s.s. "Maunna."

From Calcutta, ex s.s. "Siola."

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent. Hongkong, 2nd September, 1909. [1]

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"GLENROY"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 13th inst. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 13th inst., at 11 a.m.

No claims